CHAPTER 10-TRANSPORTATION

INTRODUCTION

The purpose of this chapter is to set forth a plan which will ensure that the transportation infrastructure needs of the planned population are accommodated. In addition, this portion of the Comprehensive Plan is to, in part, implement the service district concept delineated in Chapter 6. Transportation systems and the implementation of these systems are critical to the success of the service district concept and also to the preservation of the County's rural areas.

When planning for the future, few elements have as much impact as the development of transportation systems. The face of Fauquier County will be determined to a large degree by the placement of roads. Roads provide the ability to travel, the ability to transfer goods and services, and the ability to develop property. The County's transportation system should en able citizens to have access to employment centers and public facilities; make a contribution to the needs of the region; and have minimal impact on the County's natural environment.

GENERAL POLICY GUIDELINES FOR TRANSPORTATION SYSTEMS

The following are general policy guidelines for the development of transportation systems within the County. In order to plan and provide ad equate transportation systems within the County these general policy guide lines should be adhered to.

General Policy Guidelines

1. Create a transportation system which reinforces a clustered and compact form of growth in the County's Service Districts, Villages, and Settlements as put forth in Chapters 6 and 7 of this Comprehensive Plan.

2. The County should continue to work with the Virginia Department of Transportation (VDOT), and the private sector, to provide a well planned highway circulation system. This system should have design capacities which will not cause excessive traffic congestion and should preserve the scenic, natural, and historic qualities of the County.

3. Maintain and improve the functioning of arterials and major collectors by keeping access points to a minimum and requiring developments to coordinate road systems and share access points.

4. Plan and develop a road system which will, to the extent possible, divert local trips away from major arterials.

5. Discourage non-essential alterations to scenic, agricultural, and historic areas or roads which

traverse scenic, agricultural, or historic areas.

6. The County's Transportation Plan should be used as a guide for County input to the VDOT Six Year Plan.

7. Regulations within the Zoning and Subdivision Ordinances should be written so that future development provides sufficient right-of-way and the construction of all roads in a manner which would permit the inclusion in Virginia Department of Transportation system of roads or highways. In addition, applications for rezoning should be examined for their transportation impact and, where appropriate, road dedications and improvements should be proffered. By identifying road improvement needs early, the County could avoid costly condemnation proceedings.

8. Secondary roads, which are classified to Major Collectors, should be widened and/or upgraded to eliminate dangerous situations and to accommodate increased traffic flow.

9. Major secondary roads in and around the service districts should be classified, and appropriate right-of-way obtained, in order to meet future anticipated traffic loads resulting from planned residential development.

10. All roads within the County should be classified so as to reflect a logical pattern of collectors based on concentrations of population and linkages to various areas through out the County.

11. Ride sharing and car pooling should be encouraged. Appropriate locations and designs for commuter parking lots should be identified.

12. The County should encourage the development and use of bus service.

13. The County should support the appropriate location and development of a commuter rail stop in the County.

14. Bike and pedestrian trails should be developed to serve as transportation systems within service districts and between housing nodes and community centers.

PLANNING ROLE OF "VDOT" AND THE COUNTY

The Virginia Department of Transportation ("VDOT") has primary responsibility for the location, construction, and maintenance of road ways within the County. The County's role is to ensure that VDOT adheres to the County's Comprehensive Plan and that roads are sized to keep pace with development, thereby assuring the safety of the general public.

In addition, the County utilizes the expertise of VDOT planning officials in planning the County's road network both' for local and regional transportation systems.

In fulfilling its role, the County makes recommendations to VDOT as a part of the biannual review of VDOT's six year primary and secondary road improvement schedule. As a part of these recommendations, the County hopes to ensure that the VDOT building program conforms to the County's Comprehensive Plan.

EXISTING PUBLIC TRANSPORTATION

Bus Service

The Greyhound Company operates buses out of Opal, carrying both northbound and southbound traffic. The bus stops at the Quarles Truck Stop.

Taxi Service

There are several taxicab companies servicing Fauquier County. These companies provide service throughout the County, and to various communities and transportation centers outside the County.

Rail Service

At present, rail service in the County is limited to freight. Southern Railway maintains a mainline track through the County roughly paralleling Route 28. From this mainline there currently exists The Warrenton Branch, a short spur connecting an industrial quarry located between Calverton and Warrenton to the mainline at Calverton. The spur once connected the Town of Warrenton to the mainline; however, those rails were removed in 1990 due to a lack of ridership. The portion of the spur that connected the quarry to Warrenton is in the process of being converted to recreational uses.

Passenger service is available along this same line at Culpeper and Manassas on the "Southern Crescent" which provides service from New York to New Orleans. The "Cardinal" also runs passenger trains on this track. Both the "Southern Crescent" and the "Cardinal" are owned and operated by Amtrak.

Commuter service is available in Prince William County providing service to Union Station in Washington, D.C.

Southern Railway also maintains a rail line that roughly parallels Route 55 and provides freight service for The Plains, Marshall, and Markham in the northern portion of the County.

Air Transportation

While there are several airfields/landing strips within the County, mostly privately owned, only the Warrenton-Fauquier Airport, which was acquired by the County in 1992, has general utility facilities.

This Airport is shown in the 1988-89 Update to the Virginia Air Transportation System Plan (VATSP) as a designated Reliever Airport. That designation was assigned upon acquisition by the County.

Reliever Airports are designated by the FAA to reduce congestion at commercial service airports by providing alternative general aviation facilities. To accommodate the full range of general aviation aircraft, Reliever Airports should be developed to transport design criteria when feasible. Transport design means that airports are designed to accommodate business jets and transport type aircraft.

The VATSP describes Warrenton-Fauquier as ninth out of seventy-five systems in the Common wealth in terms of based aircraft. The VATSP further describes it as the busiest airport in the Rappahannock-Rapidan Planning District, the 17th busiest in the Commonwealth, and indicates that aviation activity at the facility should remain high in the future. The VATS P recommended that the airport be upgraded to a Basic Transport Facility as did the 1980 NASP study; presently it is classified as a Reliever.

A Master Plan Study for Warrenton-Fauquier was prepared and approved in June 1993 by Campbell & Paris Engineers, an airport consulting firm. The Master Plan outlines the improvements which should be made with respect to its upgraded classification.

The County currently owns the Airport. The Comprehensive Plan indicates that the Midland Service District is planned for industrial uses. The Airport will be an asset to the Service District as air passenger and cargo services grow in importance.

Human Service Transportation Providers

The Human Service transportation within the County is provided by the Rappahannock Rapidan Community Services Center (CSC). In 1982, this agency consolidated the transportation services of four agencies (the Facility for Rehabilitative Services (FORE); the Rappahannock Rapidan Mental Health Center; the Mental Retardation Services, and the Area Agency on Aging) into the integrated Transportation Program. This program reduced the amount of services being duplicated and the amount of vehicle down time through joint utilization of vehicles and co ordination of advanced trip scheduling. The Fauquier Community Action Agency and the Fauquier County Health Board no longer provide transportation services.

CSC currently operates vans on routes through out the planning district. Several of these routes provide service at low fares in Fauquier County with destinations to Culpeper, Charlottesville, Washington, D.C., and Virginia. CSC is designed to provide transportation services for the elderly and the handicapped in need of medical treatment, access to shopping facilities, or job training.

The major human service destinations in the County and PD-9 are, located in Warrenton. These centers

include the following:

- Facility for Rehabilitative Services (FORE)
- Adult Development Activities Center
- Three Head Start Centers
- Senior Citizen Center
- Major Shopping Areas

Some of the human service providers also transport people to Fairfax County, Fredericksburg, and Charlottesville.

EXISTING COMMUTING SERVICES

Rideshare/Vanpool

It is anticipated that ridesharing will generally in crease in importance, especially in counties such as Fauquier County which lie on the outskirts of the greater Northern Virginia region.

Fauquier County is served primarily by Vanpool Services which runs several vans into the Washington, D.C. area, and the Rappahannock Rapidan Commuter Services. The latter is organized by PD-9 and is a rider matching service that works in conjunction with MWCOG's Com muter Club, the largest and most experienced of the ridesharing programs. The Rappahannock Rapidan Commuter Service currently has seven vans in Operation.

Commuter Parking

Commuter park-ride facilities are parking lots constructed along interstates, primary, and major secondary roadways used by commuters as a primary travel path to work. The most effective location for a park-ride facility is at the crossroads of major highways. Commuter park-ride facilities may range from simple graded lots to landscaped lots. They do not have to be newly constructed facilities but can be established in regional shopping centers, churches, or other facilities that have sufficient surplus parking. Currently, there are three Virginia Department of Transportation commuter parking lots in the County. One is located near 1-66 on Route 647 in Marshall and another on U.S. Route 29 north of Warrenton; the third is on Route 29 at Remington. The commuter lot located at the intersection of Route 605 and Route 29 may need to be relocated due to the proposed realignment of Route 605. Commuters park in various other locations within the County including shopping center parking lots and a small area near the junction of Routes 29 and 215.

EXISTING TRANSPORTATION NETWORK

Introduction

State and Federal highways provide the primary routes within and through the County and include the

following:

Virginia Routes	U.S. Routes
17	17
28	15
50	29
55	211
215	I-66
245	

The U.S. Highways and Interstate 66 are the most important routes traversing the County: Interstate 66 provides an important linkage between Washington D.C., I-95, and the Shenandoah Wiley 1-81 traffic corridor. Route 17 is a major route connecting 1-95 and I-66. Routes 29 and 29/15 serve as a major north-south route along the eastern edge of the Piedmont area. Route 211 is a major east-west connector providing access to Skyline Drive and I-81 from Route 29.

As of December 31, 1986 there were 100.22 miles of State designated primary roads and 749.15 miles of State designated secondary roads (68% of the total County road system). Hard-surfaced roads accounted for 484.76 miles of the system, all weather and light surface roads accounted for 263.44 miles, and unsurfaced roads accounted for only 0.95 miles of the system.

FUNCTIONAL CLASSIFICATION OF ROADS AND DESIGN POLICIES

VDOT groups roads together according to function, and level of services they are intended to provide. This Plan, while in accordance with the State classification system, uses slightly different designations based on land use implications and classifications.

Primary Roads

1. Rural Freeways: Designed to serve high volumes of through traffic between major traffic generators and activity nodes. Freeways are limited access roads intended for high speed travel and are multi-lane divided facilities, typically with grade-separated inter changes. Freeways also serve both intra-state and inter-state traffic.

   Design Policies

   a. Limited access road; direct access to individual adjacent properties is prohibited.

   b. Pedestrian access should be prohibited from individual adjacent properties. However,

separate pedestrian/bicycle crossing facilities may be appropriate at specific locations.

c. Engineering and design standards for Freeways shall conform to Rural YDOT standards.

d. Typically Freeways have between 212 and 300 feet of right-of-way.

2. Rural Principal Arterial: Designed to serve or supplement traffic flows for moderate to long distance travel. Such travel patterns would include intra-state and inter-state routes and should have a minimum of interference by traffic movements. Principal Arterials are typically multi-laned facilities or undivided highways. Traffic volumes on these roads may reach 5,000 vehicle trips per day or higher.

Design Policies

a. With the primary sanction of Principal Arterial being the movement of traffic, access for individual properties must be a secondary consideration.

b. Access from adjacent properties should be obtained via various management techniques (i.e., service roads, shared access points, internal roads, and frontal roads). In addition, a limitation on the number, spacing, and location of access points should be utilized.

c. Minimum recommended street intersection interval is 1,000 feet.

d. Minimum recommended street crossover for divided arterials is 1,300 feet.

e. Entrances shall be at least 500 feet from a cross-over and shall be either directly aligned with the cross-over or as far away from the cross-over as possible.

f. Travel lanes shall be a minimum of 12 feet in width. Arterials which are constructed to rural design standards shall have improved shoulders with either aggregate or paved surface.

g. No on-street parking will be permitted.

h. Pedestrian access should be prohibited on Principal Arterials. See pedestrian comments under the Freeway Section.

i. Typically, Principal Arterials have 160 feet of right-of-way.

j. Turn lanes, traffic channelization, restricted turning movements, signs, and signals should be utilized to minimize turning movement conflicts.

3. Rural Minor Arterial: The function of these roads is to link urban areas with towns not situated on Principal Arterial routes and to form a network providing intra-state and inter-county service. This system is designed to provide relatively high speed travel, even though in many cases multi-lane facilities will not be required. In addition, roads designated as Minor Arterials may serve as connectors between Principal Arterials or where heavy use requires a greater right-of-way. These roads typically handle 3,500 vehicle trips per day or more.

   Design Policies

   a. Discourage direct access by individual property owners. Encourage the use of access management techniques (i.e., ser vice roads, shared access points, internal roads, and frontal roads). In addition, a limitation on the number, spacing, and location of access points should be utilized.

   b. Minimum recommended street separation for intersections is 800 feet.

   c. Minimum recommended street separation for cross-over spacing is 1,000 feet.

   d. Entrances should be at least 500 feet from a crossover and be either directly aligned with the crossover or as far away from the crossover as possible.

   e. Minor Arterials range from 80 to 160 feet of right-of-way width.

Secondary Roads

1. Urban Collector: These highways provide access and traffic circulation within residential, commercial, and industrial areas. They collect local traffic and distribute it to the arterial system. The character of these roads will vary depending on the areas and functions they will serve. Some of these roads may take on a boulevard character with trees lining the road, wide medians, adequately spaced entry points, and low speeds. Others will serve a more highway oriented function and will characteristically have higher speed limits, and fewer points of entry. The exact character of these roads will be determined as a part of the development process. However, unique and original designs will be encouraged as long as these roads can safely provide for transportation needs.

   Design Policies

   a. The standard cross-section for urban collectors includes sidewalk, curb, and gutter.

   b. Travel lanes have a minimum of 10 foot width with 12 foot width being desirable.

   c. Sidewalks to facilitate pedestrian access to commercial, retail, or civic uses shall be

provided. Pedestrian facilities should be provided to accommodate walk/jog/bike trails. Sidewalks to facilitate pedestrian access to commercial, retail, civic and other residential uses should be provided, except where the character of the area suggests otherwise.

d. On-street parking should be prohibited.

e. Individual lot access should be carefully reviewed for impacts on the overall functioning of the roadway.

f. Urban collectors typically have between 60and 110 feet of right-of-way.

2. Urban Local: These streets provide direct access to adjacent land and provide access to the higher systems. Service to through traffic is discouraged.

Design Policies

a. On street parking may be permitted.

b. Urban local streets typically have between 50 and 60 feet of right-of-way.

3. Rural Major Collector: These two lane high ways provide service to county seats, large towns, or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intra-county travel corridors.

Design Policies

a. Minimum 12 foot wide travel lane recommended.

b. Entrance controls should be utilized where there is high traffic generating roads. Such controls may include turn lanes, signals, signs, combined access points, and service or internal roads.

c. On-street parking is prohibited.

d. Access points should be limited to 900 foot intervals where possible.

e. Residential lot access from individual properties should be minimized.

f. Rural Major Collectors have a 60 foot right-of-way width unless otherwise specified.

4. Rural Minor Collector: These two lane highways collect traffic from local roads and bring all developed areas within a reason able distance of a collector road. They provide service to small community and link important local traffic generators with the rural areas.

Design Policies

a. Roads to be spaced at intervals, consistent with population density, to collect traffic from local roads and bring developed areas within reasonable distance to a collector road.

b. Direct access should be limited where ever it is possible, except in Villages and settlement areas joint access points or other access modifications should be utilized to keep direct access points to a minimum.

c. Access points should be limited to 600 feet intervals where possible.

d. Rural Minor Collectors typically have a 50 foot right-of-way width.

e. New lots in subdivisions should be served by internal streets.

COUNTY RURAL ROAD CLASSIFICATIONS

Map 10.1 delineates the planned road classifications as put forth in this chapter.

COUNTY DESIGNATED SCENIC ROADS AND VIRGINIA BYWAYS

Map 10.2 delineates roads that are designated as Virginia byways and County designated scenic roads. Although these roads differ in functional classification, it is intended that none of these roads be altered except within their existing right-of-ways and then only to the extent necessary for public safety. It is the policy of Fauquier County that these roads be protected and preserved to the greatest extent possible.

The County is in the process of reviewing additional roads for Virginia Byways and Scenic High ways designation. The County is also reviewing criteria for designation of County designated scenic roads.

TRANSPORTATION PLAN

Bealeton–Opal–Remington Service District Plan

Please see the Bealeton, Opal and Remington Service District Plan for a detailed transportation plan.

Catlett–Calverton–Midland Village Service District Plan

Please see the Catlett, Calverton and Midland Village Service District Plan for a detailed transportation plan.

New Baltimore Service District Plan

Please see the New Baltimore Service District Plan for a detailed transportation plan of this service district.

Marshall Service District Plan

Please see the Marshall Service District Plan for a detailed transportation plan of this service district.

Warrenton Service District Plan

Please see the Warrenton Service District Plan for a detailed transportation plan of this service district.

Route 28 Corridor Plan

Route 28 is currently a two lane road providing access from Route 15/29 east to Prince William County and ultimately to Route 7 in Loudoun County. This corridor passes directly through three of the County's planned service districts, namely Midland, Catlett, and Calverton. It is anticipated that Route 28 will need to be expanded to 4 lanes. It is suggested that the ultimate alignment of Route 28 be studied thoroughly by the County and VDOT. Any study of this corridor should take into account the need to preserve agricultural production which is currently taking place around these three service districts. Any impact to the agricultural industry in this area should be studied as a part of any options which may arise. In addition, such a study should include plans for preserving the current businesses in these service districts. The Route 28 Corridor Transportation Plan is shown in Map 10.8.

Route 29 Corridor Plan

The Route 29 corridor is currently a four lane road which moves traffic through the County providing access to adjacent jurisdictions as well as to the greater Washington area. This important link currently has numerous traffic signals and only one grade-separated interchange in the County. A long-range study of the Route 29 corridor becoming a limited access arterial with grade separated interchanges.

In addition, a long-range examination of this corridor should consider options for future alignments. Of concern to the County is the easternmost portion of Route 29 through the village of New Baltimore. As indicated schematically on the Corridor Plan, it is suggested that this easternmost portion of Route 29 be realigned to the north in order to address many safety concerns which have arisen due to the current alignment.

As discussed earlier, a Route 29 corridor study, brought about by the Intermodal Surface Transportation Efficiency Act (ISTEA), is underway. The initial area of study includes the corridor from Albemarle County and to the north of Warrenton. It is recommended that this study be expanded to include all of Route 29 in Fauquier County.

Route 605 Corridor Plan

Currently, Route 605 is a two lane road. The County has witnessed an increase of traffic on the Route 605 corridor in the past ten years. Route 605 plays an integral part in moving traffic both to and from Warrenton and northward on Route 29 towards the Washington area. As shown on Map 10.9, Route 605

is planned to be a major component of the New Baltimore/Warrenton area by eventually tying into Route 29 with an intersection/interchange (see the New Baltimore and Warrenton Service District Plans for further information).

In addition to providing access to the north, east and west, Route 605 also provides an important link to Route 28 to the south. As a part of this long-range plan, the County will be examining this important link to the south as well as the entire Route 605 area.

It is recommended that Route 605 be a four-lane road from Route 29 east to Route 602.